Daily Diary Report by Bid Item

Contract No.: **04-0120F4**

Diary #: **401** **Const Calendar Day:** 122 **Date:** **04-Oct-2012** **Thursday**
Inspector Name: **Wright, Doug** **Title:** **Transportation Engineer**
Inspection Type: Intermittent
Shift Hours: 06:45 AM 05:30 PM **Break:** 00:30 **Over Time:** 02:00
Federal ID:
Location:
Reviewer: **Schmitt, Alex** **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** **12 PM** **4PM**
Precipitation **Condition**

Working Day ☑ If no, explain:

Diary: Dispute ☐

Phase-3 Load Transfer

Overview of Cable work today:
The following work was ongoing today on the Cable:
- Phase-3 load transfer (LT) continued
- Re-tensioning of cable band (CB) bolts
- Tensioning of suspender anchor rods was started

Today I was inspecting Matt Holt's crew on the jacking of phase-3 suspender ropes & other misc inspection. See the diaries of L. Woo, S. Daouk, & P. Jalali for additional details of the work on the South cable as they were also inspecting this work. See the diary of others for information on the North cable suspender jacking & CB bolt tensioning.

- I arrived at the pier 7 office at 06:45.
- From 06:45 until 07:10, I spoke with Roman Granados regarding some inspection items that he wanted me to check today, including some possible conflicts where the suspender ropes exit the CB troughs. At a couple of locations, it was noticed that the suspender ropes are hard up against one side of the CB groove as they exit the CB trough, creating a small angle break.
- At 07:20, I arrived on the bridge. At this time, Matt's crew was jacking on the phase-3 suspenders starting at PP90S & working easterly.
- From 07:30 until 08:45, I checked all of the CBs on the South side-span for the possible conflict that Roman had mentioned earlier. 13 of the suspender ropes had no conflict. At 3 locations (22S, 24S, & 38S) there were potential issues. I took photographs of them so Roman & Brian Boal could evaluate them further.
- From 08:45 until 10:00, I inspected Matt's crew as they installed the suspender clamps at PPs 98S & 102S. Also, I spoke with Tom Shimada & Jing Chen to get them familiar with the inspection items for suspender clamps installation in case they need to inspect this item in the future.
- At 09:00, I spoke with Warren Collins by phone to discuss some particulars of the suspender loading at PP106. This suspender bracket has a reinforcing top cover plate so as to not overload the suspender during LT. However, must be removed prior to transferring the load from the temporary jacking equipment to the permanent suspender ropes. He looked up the submittal, & told me that the reinforcing plate will be removed prior to transferring the load, & that there is a lower do-not-exceed (DNE) load when the plate is not in place (4500 kN or about 5800 psi).
- From 10:00 until 11:00, I was measuring the heights of the installed shim packs along the South cable. This was not an exact measurement check since the shim pack heights are specified while under load, & the shims as currently installed are snugly fit, but not loaded. This was just a double check to make sure that there was not a blunder by the iron-workers while installing the shim packs.
- From 11:00 until 12:20, I checked all of the CBs on the South main-span for the possible conflict that

Roman had mentioned earlier. Most of the suspender ropes had no conflict. At 7 locations (48S, 62S, 78S, 80S, 82S, & 92S) there were potential issues. At the CB at 78S, the wires in the suspender rope showed evidence of distortion because the rope is at an angle break where the suspender exits the CB trough. I took photographs of them so Roman & Brian Boal could evaluate them further.
- From 12:20 until 12:50, I ate lunch.
- From 12:50 until 13:30, I was measuring the heights of the installed shim packs along the South cable.
- Note: I measured the shim packs from PP80S through PP96S today. All of the measurements were very close to the theoretical shim heights, so there does not appear to be any installation mistakes at those PPs.
- From 13:30 until 15:00, I inspected the tensioning of the suspender anchor rods at PP48S (type 2 rods). The plan is to tension the rod to 2440 kN (3143 kN with seating loss), which equates to a jacking pressure of 21,700 psi on the bolt-tight tensioners. They had equipment problems, & did not tension any of the rods while I was there. See the diaries of L. Woo & S. Daouk for details of the work on the tensioning of anchor rods.
- At 15:00, I left the bridge to go back to the pier 7 office to organize the photos that I took of the potential issue with the conflict of the suspender ropes as they exit the CB troughs.
- From 15:15 until 16:30, I organized the photos taken today of the potential issue with the conflict of the suspender ropes as they exit the CB troughs. Also, I emailed Brian Boal, Roman Granados, & Warren Collins regarding the CBs with the potential conflicts.
- From 16:30 until 17:00, I searched PMIV & printed shop drawings for stanchion post details (submittal 2616R02) since that field work will soon start.
- From 17:00 until 17:30, I wrote my diary for the day & checked email.
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04-0120F4 **Bid Item: 067** **C-SUS-BGS.067** **Attach BG Lifts to Suspenders**

AMERICAN BRIDGE/FLUOR, A JV

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor:	AMERICAN BRIDGE/FLUOR, A JV							
Ironworker	JNM	PABLO RAMIREZ	8.00	2.00	0.00	10.00		☐
Operator	OTH	THEODORE ROHR	8.00	2.00	0.00	10.00		☐
Ironworker	JNM	LONNY CANDELARIA	8.00	2.00	0.00	10.00		☐
Ironworker	JNM	MATTHEW COCHRAN	8.00	2.00	0.00	10.00		☐
Ironworker	FOR	MATTHEW HOLT	8.00	2.00	0.00	10.00		☐